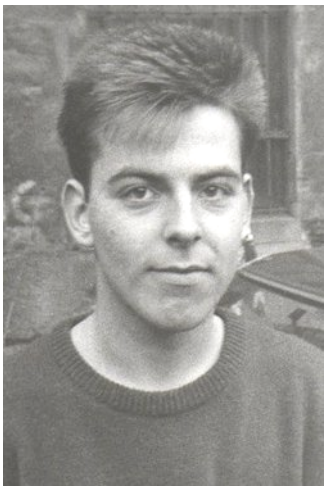
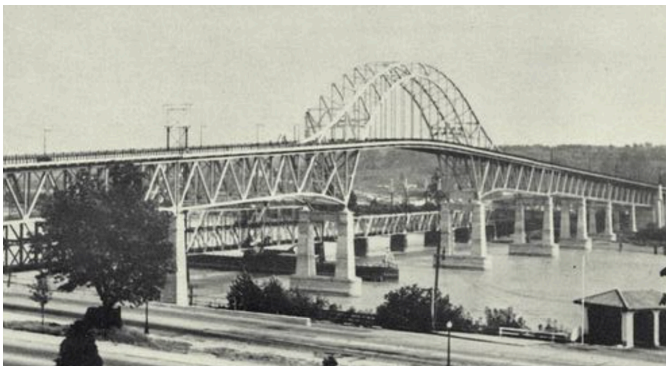
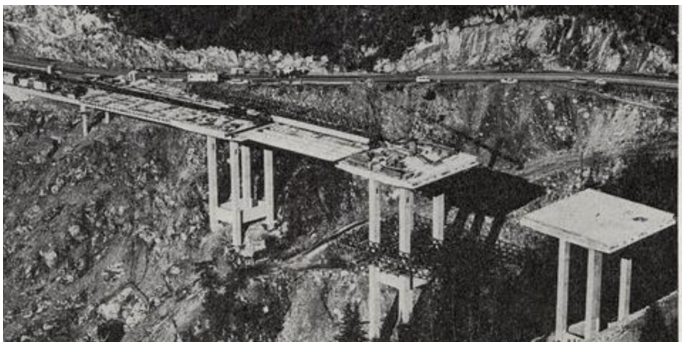
SGT.MICHAEL WYNN - *MEAT IS MURDER* **COVER STAR DIED FEB 3, 2026, AGE 76.**

SMITH-EREENS RECORD

AND THE BRITISH COLUMBIA HIGHWAY GUARDIAN







INSIDE:

-Buddy Holly Plagiarised?

-Pattullo Bridge Bids You Farewell

***UPPER LEVELS HIGHWAY WIDENING WAS 50 YEARS AGO!**

THE EXCLUSIVE STORY INSIDE !

A COLLECTIVE PUBLICATION WHICH COMBINES:

- A Fanzine for Fans of the *Smiths* around Vancouver and BC Focused on Smiths History
- Journal Showcasing the History of Roads and associated stories in the Province of BC.

MARCH 2026 ISSUE

PUBLISHED FROM COQUITLAM, BRITISH COLUMBIA, CANADA

PUBLISHED EVERY 2-MOs (6x yearly) - FOUND AT SELECT LIBRARIES

Internet Archive logo A line drawing of the Internet Archive headquarters building façade.

Email me comments, critiques, opinions!
Eventually, I will try to publish your thoughts, responses and reminiscences. For the Smiths,I may take large contributions in the future. I foremost hope to hear from 'old-time' fans who found the band in the '80s.

E-MAIL:
smith-ereens.record.bc.highway.guardian[at]proton.me
Tumblr Blog is:
https://smith-ereens-rec-bc-hwy-guardian.tumblr.com/
Full Magazines at my Internet Archive Page
https://archive.org/details/@smith-ereens_record_bc_highway_guardian

Please find our online version of the magazine on our Issuu!
The link will be on the Tumblr Blog.
Links posted here are my accounts.

Cover Photo Credits: Mike: Cover of So It Went 1979-1981 by the Hoax (Mike's old band)
Andy: source unknown, taken from his Find a Grave
Johnny & Mozz :Kevin Cummin's pond photos shot Sept 7, 1983 via *The Smiths: FAQ by John Luerssen*. Cummins is a good photographer.
Pattullo Bridge: 1937/38 BC DPW An Rpt (I think)
Nelson Creek Bridge: 1973/74 BC DoH An Rpt

March 16, 2026 1-A

ISSN: *soon baby*

Disclaimer: Laws in Canada, the United Kingdom and the United States provide for the usage of copyrighted material under 'fair dealing' or 'fair use'. Copyrighted material may be used for without infringing copyright for several purposes including but not limited to: news reporting, education, criticism & review.
The relevant laws which provide the principle are
Canada, Copyright Act, R.S.C. 1985, c. 42, s. 29, 29.1, 29.2
United Kingdoms: Copyright, Designs and Patents Act, 1988 c. 48, s. 29, 30.
United States: Section 107 of the Copyright Act, 1976;

Who are the SMITHS?

The Smiths were a bright bright flash; an enigma which stood out in opposition and whose effect is everlasting. They blended genres and are hard to properly label.

The Smiths consisted of four canonical members (on the front cover)
Morrissey (top left, rightmost), Johnny Marr (top left, lying down w/ glasses), Andy Rourke (middle) and Mike Joyce (right).

Morrissey contributed vocals, lyrics and associated melody; Marr songwriting, instrumentation, guitar, keys, harmonica; Rourke Bass; Joyce, drums/percussion.

They were all born in Greater Manchester, UK. Their genesis came when Marr visited the house of Morrissey "Mozz" in May 1982 (supposedly May 31). They developed a bond in songwriting and friendship. Joyce was recruited in-time for their first show in Oct. 1982. Andy Rouke joined soon after.
They disbanded in August/early Sept. when Marr left because of strife and having to manage the band.

They released 4 studio albums and 3 compilations in their short lifespan and about 74 songs. Some consider them as "The Beatles of the 1980s" because of what they did.

The title of Indie music is a broad and at times generic term. Grand labels like it can prevent people from listening to it (Lord knows it did for me).

Indie comes from Independent record labels that hosted the kind of music associated with the name. The Smiths were signed to Rough Trade - a dictionary def.

..Indie label. 'Indie' has always turned me off

Indie comes from Independent record labels that hosted the kind of music associated with the name. The Smiths were signed to Rough Trade, an Indie label. Indie is too vague. The categorization of Jangle pop fits... better than post punk, but their music. Their jangle sits in tandem with that of early REM & the Bryds.

Marr focused on bringing back the guitar in contrast to the era of the Synth. He played extended chords, arpeggiations, blended rhythm and lead, and could write multiple songs in a night.

Mozz's lyrics and singing have been talked to death. Gayness meets morose regret.

Andy added innovative lead melodic bass playing which introduced funk and other genres with trebley, bright & picked lines that will remain in your head.

Mike contributed brutal reliability and force to the drums. His lines were not too complex, but they suited the music.

Together they made insane music. Solidly structured, sung and played. If you love music theory, you'll love the Smiths. If you play guitar, bass or drums you'll love learning their music. An addition to your repertoire.

Want to start listening to them? Try Barbarism Begins at Home, Girl Afraid, their first album, Some Girls are Bigger Than Others, The Boy With a Thorn in His Side, Cemetery Gates or browse through their compilation albums (primarily louder than bombs). You will find something you like.

...Getting into the Smiths is something worthwhile. Your interest in them will never waiver.

Stories and Features The Smiths/Morrissey 'Mantra' 4 (This page) **About this Zine and Myself 4** Tumbler Ridge Shooting: AI & an Excuse for Opportunists to Antagonize Trans People 7 **News Items/Anniversaries 8-11 (incl. Pattullo Bids you Farewell, Drone request, new documents received,** Sgt. Michael Wynn - RIP - 9 **A Cool Quote 12** **Words of Plagiarism? Hand That Rocks the Cradle/Buddy Holly 13.** **FEATURE: West Van Upper Levels Took a LONG Time 50 years ago 14-26** **Those Blown-Away Smiths 26 Moments** **Smiths Influences Becoming Mine 26**	A mantra that the I (the creator here) here subscribes to & hopes other Smiths *The Smiths are Not Morrsissey* *Morrissey is not The Smiths* *Morrissey was a part of the Smiths* *The Smiths were primarily four men* And the Smiths were something special Because of those four men & those you worked with them. Laymen and certain folk fail to distinguish this. Gravel and sand are not the same consistency are they?

About the Zine and Myself.

THIS Fanzine is about the English Rock Band the Smiths and the History of Roads in British Columbia, Canada.

The subject matter which this magazine covers have nothing to do with each other at all. They may be topics of human interest, have obvious default links inherent in linking everything - yet they are unrelated

That is part of the reason why they have been conjoined. Two separate topics to entice interest.

You see: A Smiths Fanzine will pull in readers who will have their interest piqued and stay for the highways content

My hope is that Smiths fans in BC will enjoy seeing a community be built up and them being able to share their stories. I am debating as to how I will build online engagement (you see I hate Facebook).

Another beautiful thing is displaying the *historical value (scholarly)* of the Smiths. My inspiration for applying, ... spreading and promoting their historical value comes from the Beatles community. People like *Making of the Beatles, You Can't Unhear This* and best of all *Wikipedia*.

As for myself...

WELL My name is Keegan. I live in Metro Vancouver B.C. It's a wet area - actually a rainforest (if not almost one). The difference is that we have drizzle but also hardcore rain. I think people feel less miserable under heavy rain.

I am young enough to have seen the explosion of Justin Bieber & have acquaintances listen to whatever just came out. I never had an experience of waiting and rejoicing for a new release because I have never fancied the music.. New music is not worth the salt which I want to dish out. Yes, I'm one of those people who say the old(er) stuff is the best stuff.

I never liked music when I was younger. That changed though when Bowie died. Then in 2019 I started playing bass guitar. I've *before that. I learned the names Marr and Joyce pretty late overall.* dabbled in ukulele & I've got it pretty good.....

… in the The past year keyboards and chords have been added to the arsenal, I have a pretty good grasp of music after learning those instruments. For me the Smiths aren't really something mythical: *they show and inspire me to learn and dabble in writing & playing my own stuff.* Now I'll answer two questions for you How did you get into the Smiths? *I first heard a Smiths song in 2012* *(won't say which one). That interested me but I did not seek them out. I casually began to listen to them and play a bit though. When Andy Rourke died the appreciation and outpour made me realize something and I played with their stuff a bit more I would have played a few bass tab videos before his passing.* *I binged the Smiths and started historical research in early 2025 after I had a conversation with someone about them and being blown away by a 'gateway' tune. I liked their more popular stuff*	***Why Highways?*** *So I've lived in B.C. for my whole life. Driving and taking road trips infatuated me with roads. They wind around, gracefully curve and take you places. You find a bridge, see a power line, drive a lake, see a sign, add and drop lanes, etc. When you're driving about and they raise curiosity. I've always loved history. It's a constant presence in everything for me: when did this happen? How did it happen? And most of all: what did it look like? A lot of those questions persisted and I could not obtain answers. Eventually, that changed. Roads provide a tapestry; that's a tapestry not acutely and inherently interesting to most.* *There was also no useful information available online too so I started doing the looking. There are no detailed books about them (maybe a few but I found they were not detailed enough.*

Tumbler Ridge Shooting

On Tuesday, February 10th, 2026 something unimaginable, yet real took place in the Province of British Columbia. A school shooting occurred in the afternoon in Tumbler Ridge.

The killer ended the lives of 8 people (initially erroneously reported as 9) and themselves, leaving more questions than answers - that leaves a correct figure of 9 total (previously said to be 10).

It is something that can be politicised. Tragedy becomes politicized.

Originally I had a long article on this, partially recounting (journalling) what I found out in the first 3-days.

That became exhausting. It is depressing stuff.

I clipped the article to this because I believe I looked into the shooter too much. While knowing what and why is a good thing, delving in and focusing the attention on the killer is unhealthy. The Tumbler shooter basked in that. Shooters take influence, and what comes out can fuel other violent people. Not average people, but a certain 'vulnerable' type of person.

Another thing that is very awful is how transphobes can appropriate this mass-murder to suit their agenda against Trans-people. Let me be clear: trying to rope this into. It's like if a horse kicks and you proceed to burn down several barns. The rationale is generally similar to a concept I have heard of: the North Korean "3-generation rule". Whether it exists or not, it is taking a paint roller instead of a fine tipped brush.

Cont. from upper right

(Tumbler Shooting cont.)
Can you actually prove something of a larger community based on a singular detached member? Mental gymnastics can. The gymnast needs to retire.

Swathes of people also harassed somebody in Ontario. How lovely! They have a very good legal case against harassers.

I must make it clear - I am anti-AI. Mostly. It's like the wild west. No regulations, lobbyists burning down the human race. This is going to end badly. Instead of regulating AI, age verification has been forced. Age verification does not in-fact keep kids safe. Maybe acutely yes, but the consequence of the mass collection of

(from left) private information including legitimate identity documents is HORRIBLE. The people around (you and I) kids will suffer. Hackers know their craft, and they will hack databases. Your driver's licence or ID is at the mercy of a potentially inept company.

I do not want age verification. It is a hassle and it is dangerous. AI is far more of a threat to ALL OF US.

Speaking of AI, OpenAI flagged the account of the Tumbler Ridge killer. They opted not to inform the police.

I believe the shooting would not have happened to at least 75% odds. How bad the

prompts could have been could well have led a search warrant, have the firearms removed and a section ordered. But no. For me, it is another disgusting part of big corporations having no soul or regard.

We can never have this happen again - but it probably will.
May the eight victims rest-in-peace.

- "Nice spacing"

NEWS ITEMS

Major William G. Swan

Consulting Engineer for the Pattullo Bridge

Pattullo Bids You Farewell

The Pattullo Bridge Replacement **staləwasəm** Bridge (*stah-loh-AH-səm*) bridge fully opened on February 14th. With it has come the eventual demise of the Pattullo Bridge and now its time has come. It closed to motor vehicles on Feb 6th. Come the 14th the old Pattullo was open (reopened IDK?) for people to walk. They walked.
Horses, dogs, idiots too. The plan was for the bridge to finally be totally closed on the morning of Feb. 17th. The actions of some led to the closure being on the evening of the 16th. Those people owe me a good deal because guess who went there that morning…because guess who went there that morning…

- I was lucky enough to visit the bridge in that small window. It was fantastic. The Pattullo was the first crossing over the Fraser designed to carry motor traffic in an efficient manner. The region had about 300,000 (give a few) people when the 1931 census was taken. New West grew another 25% and Vancouver by 12% by 1941. Everything has grown. There's likely few who remember the opening still alive. They'd have been children or teens.

Goodbye Pattullo. We will miss you (well sometimes…)
P.S. I have seen the new bridge anglicized as stalewasem, also I would have named the bridge after Frank Calder or Dick Patrick.

You can view the opening booklet for the old bridge at:
https://buzzer.translink.ca/wp-content/uploads/2009/01/pattulloprogramme.pdf

COVERSTAR OF MEAT IS MURDER SGT. MICHAEL WYNN HAS DIED

Sgt. Michael Wynn - the man on the Meat is Murder Cover died Feb 3, 2026 - Marion Cty Veterans Announced.

He was born in Marion Ohio and eventually joined the US Marines. He was sent to Vietnam. The photo was taken by UPI photographer Bill Hall during a small military task called "Operation Ballistic Charge" inland from Đại Lộc somewhere along the Vu Gia River Valley perhaps in Đại Lộc Rural District ("4 miles [SE] of Dai Loc). It was there history was made not by a gun, but with a camera.

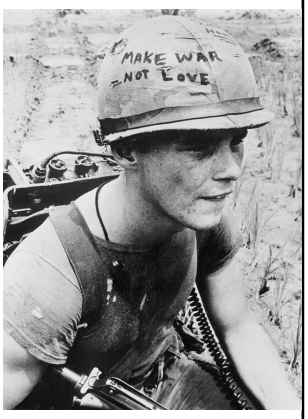
In 1982 when the Smiths were incubating, Wynn moved to an apple orchard in Queensland, AU.

It looks like he never met any of them, but he may have signed an album for Mozz.

Michael, thank you for your personage. An amazing photo for an incredible life. Arrangements are said to be later this year.

He was the last living cover star for the 4-main albums.

R.I.P. The pleasure,f the privilege has been ours.



AN: I learned about his passing on March 12. Little coverage from Smiths community.

Ask for '82 Drone Tapes: Redditor

On January 29, Reddit User FunLine8562 posted to the Smiths subreddit asking: ***Is there a way to contact Mike Joyce? I'd like to hear The Smiths' 1982 Drone EMI demos because he has the master tapes for them***

These tapes are of great interest to both Funline, and indirectly myself. Mike has a lot of recordings sitting about. Of course, the famously immature Smiths community started jeering (well at least a few individuals. Can I expect something more from them? No. Jeering about him selling them.

Be sure to talk about this a bit. Like all lost media, don't harass people, because then they don't want to share. Maybe Click Track/Cowbell will come out one day!

'

This photo shows Marr at the 1982 DDrone Session. It was the first time the canonical four-Smiths gathered. Marr was elated and felt like he'd found the right path. The image appears to be from Smiths on Guitar

Album & Road Anniversaries

February and March are the months of release for several Smiths' albums. *The Debut, Meat is Murder* & *The World Won't Listen* saw anniversaries in February. *Louder Than Bombs,* will be 39 years-old on March 30. *The Queen is Dead* will attain 40-years on June 16. A good deal of the album's songs were recorded 40-years ago already.

Highways Anniversaries: First for March

-March 15, 1955 saw the Department of Highways created (split) from the Department of Public Works
-March 15, 1962 saw the Kinnaird-Christina Lake Cutoff (Hwy 3 from Christina Lake to Castlegar simply open to traffic. It replaced the switchbacking Cascade-Laurier Road
-March 29, 1940 - C.S. Leary, provincial Public Works Minister officially announced the creation of the provincial numbered highway system. There were no numbered routes or shields before this, although maps (as far as is known) displayed lettered routes. Each new highway was given a coloured shield, with white being the default. Of the highways introduced, only 1, 3, 6, 7, 16 and (possibly 95) retain most of their original route (exclusive of any extensions). Others introduced were 1A, possibly 1B, 2, 4, 5, & 99 (the latter of which still exists but has been shifted)

For April
-April 3, 1962 saw the Elk River Bridge of Hwy 93 opened. It replaced a temporary bailey bridge. (PHOTO)
-April 27, 1979 Hwy 3 a ceremony dedicates AB-3 and BC-3 as the Crowsnest Highway. Prior to this BC-3 carried a conventional route shield.

Images from 1993 Photoshoot of Mike & Andy + other Johnny Photos Publically Shown.

A video featuring photographer Harry Borden came out recently (Feb 16). He talked about photographing Andy, Mike and Johnny. The interesting is mostl previously unreleased images from a shoot he did featuring Mike and Andy together. Of course, he spelt Andy's name as Rork is his date book. The pictures are unreleased and pretty cool. He also talked about his Johnny shoo, which (I believe) has already had most images released..
Check it out @fredandharryborden on Youtube -
"I Photographed The Smiths And Made A Fool Of Myself"

Author Receives New Ministerial Information

Recently I have been speaking with the provincial transportation ministry regarding a potential FOI Request about *highway numbers*. They are an obsession of mine.
I received a letter sent to Neil M. McCallum Provincial Chief Highways Engineer by a young John H. Harding.

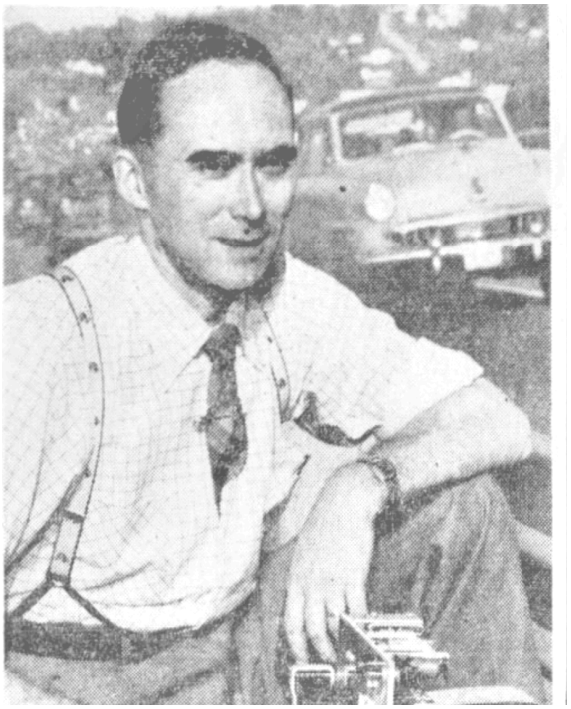
Harding outlined a refined highway numbering scheme to alter the numbering system introduced in Spring 1940 (yes 1940)

Harding took his job and then became the first Traffic Engineer. He was a new engineer in 1950 basically.

The new info I got had a list of the Ministry's current and old filing system, accession no's. Storage. Three planning segments. One outlined the route of the Trans-Canada Hwy in the early '50s and the others road work along highway corridors (long long sheets).

I've become like an addict. These great things happen but I've already found holy grails before!

I would like to thank the Ministerial Staff because they've been very punctual and have delivered great stuff - even with the Province's money hole. My only complaint is I got sent a link with an email and I had ..New Ministerial cont...) to verify if the sender was safe (technically I did prompt the email but that was a week prior).
FOI anyone? Why do Americans go FOIA? FOY ERR



JOHN HENRY HARDING was the first Traffic Engineer for the province and by far the most influential. You owe a debt to him and his innovations. He may have shaped our highway numbering largely (my research is about that).

Make-up is a Lie - New Mozzer Album

Morrissey Released a new album March 6. You might have heard that already though. I have never listened to his solo career and I don't think I'll start with this one! It includes *a cover of Amazona*, a Roxy Music from 1973. Features *se*veral composers including Alaian Whyte. Produced by Joe Chiccarelli, engineered by Bill Mims and mixed by Patrick Dillett. Take a focus on the instrumentation

A cool quote

This is a quote from Johnny Marr found in Smon Goodard's *Song That Saved Your Life* 2nd Ed. 2004 on page 238.

- [ ] *"There was an absolute synchronicity between Andy and myself a lot of the time because we were best mates. And that took a less prominent place in the mythology and story of The Smiths but it was really the feet on the ground reality. The relationship between Morrissey and myself was obviously more creative in many ways, and more intriguing and more unusual and all the things that everybody knows about. But Andy and myself had that thing that friends have where you can actually sit around and not talk and it make no difference. I took loads of video footage when we were making Strangways. There's just tons of stuff of me and Andy just sitting around with guitars laughing. That, ultimately, is one of the swadder elements of things going down the way they did. Too many things were getting in the way of me and him being able to take care of each other properly." - MARR*

Rolling Stone states this comes from a direct interview for the book. Not sure personally.

Sheffield, Rob. "Smiths Bassist Andy Rourke Was a Light That Will Never Go Out." *Rolling Stone*, May 19, 2023, https://www.rollingstone.com/music/music-features/andy-rourke-smiths-bassist-tribute-johnny-marr-1234738441/.

Words of Plagiarism?

Hand That Rocks The Cradle/Buddy Holly...

Somebody on Youtube commented.
So what differen...
Ah-ah. They had a point. RafaelRamone1991

The Smiths had a lot of trouble recording their debut. Apparently Morrissey wasn't a fan & only wanted it published because of how much money they put into it (or something along those lines. Back to Rafael. On the video (of the Troy Tate version of Hand That Rocks the Cradle) they pointed out it reminded hem of "Words of Love" by Buddy Holly (you are more likely to have heard the Beatles version). **Yes.** The guitar work sounds awfully like WoL on the Troy Tate Version #2 (Soundsville Paul). Plagiarism is very likely not the intention. Just really stupid simple music theory and coincidence. Both are Jangle Pop, both are in the key of A-Major, both are arpeggiated (similarly so) and both are just a I-IV-V. progression.	Hand That Rocks the Cradle. The (likely) first (likely) song M&M wrote that wasn't discarded. We know the vibe and temp they wrote it to was that of (Kimberly by Patti Smith. .) Lucky things were mixed differently. Listening to the release version Johnny added acoustic guitars and gutted the arpeggiated main guitar to be a "simpler" more concentrated and potent jangle. In doing so, he may have saved them a lot of money. Their February 1983 Hacienda set had the song in A#/Bb. I should talk about key 'shifting' and varispeed. *Maybe later.*

These things take time - **West Vancouver Upper Levels Widening Finished 50 years ago,**

IN the District Municipality of West Vancouver, the Trans-Canada Highway takes a higher level approach cuts through road whilst it transverses bluffs and creeks.

This stretch of freeway (motorway) between Taylor Way and Horseshoe Bay may well be a time capsule. One of its outstanding remarkabilities is the overpasses which define the route. Plate girder bridges who piers are a part of the beams are something of its time - something rare.

The highway was originally a two lane highway, opened by the Province of British Columbia in 1957. An 8.5-mile highway high along the North Shore in Greater Vancouver. The new Upper Levels Highway ran from Taylor Way in the east to Horseshoe Bay in the west. Its primary functions being to connect the Horseshoe Bay ferries and the new highway along Howe Sound to Vancouver while bypassing the winding Marine Drive that twists near the oceanshore.

The highway was connected to the Second Narrows Bridge in 1961 and as new development occurred traffic volumes increased. Widening the two-lane highway was an idea worth executing too many. During the 1963 provincial election. The local Social Credit (Governing party) candidate and Premier W.A.C. Bennett both suggested they would pursue the matter during the campaign. Newspapers would make sure that promise would not be forgotten.
(Sun, Sept 17, 1963, p.7) (Sun, Sept 26, 1963, pp. 1, 8)

Apparently, Highways Minister Phil Gaglardi boasted that the province was acquiring land in September 1964 for the foreseen project. In April 1965 he said engineering design was 90% done. Come April 1966 he told West Vancouver's Chamber of Commerce that contracts would be tendered when engineering design finished, likely within 60-days. But that did not happen.
(Province, Nov. 19, 1970, p. 4)

With lack of action, gripes continued.(Province. Jul 5, 1969, p. 4) The widening was brought back in 1968 when boosters at Whistler wanted to bid on the 1976 Winter Olympics. Highways Minister Wesley Black "presumed" that the widening would fit cont... into the bid. Newspapers were not happy with that presumption, saying the weekend traffic warranted widening. (Province, Sept 24, 1968, p. 7) (Province, Oct. 1, 1968, p. 4) (Prov., June 9, 1969, p. 4.

ON June 18, 1969 Premier Bennett publicly announced that tendering was approved. June 19, 1969, pp. 1-2)

Finally, on September 11, 1969 a grading contract for the 3.1 mile Horseshoe Bay-Cypress Creek section was finally put to tender. The overall cost for the widening was set at $10.4 million.
(Sun, Sept. 30, 1969, p. 29)
(B.C. Gazette August 14, 1969, 2806-2807)

HOWEVER - The tender was cancelled however. The government had cancelled them because of an economic downturn leading to financial restraint.
(Prov, Apr 27, 1974,, p. 5.)

Bennett re-greenlit the project in October 1970.
(Sun, Oct 20, 1970, p. 33)
(Province, Nov. 19, 1970, p. 4)

Relief was finally found in a second call.. Bids were opened on Dec. 18, 1970 for the work and the tender was won by Dawson Construction for
$6, 241, 269 .05
This was more expensive than the first call. This section was Project no. 1715. Work on this portion finally began in March 1971. (Although Jan 1971 is also referenced).
(BCDoH Ann. Rpt. 1974/75, p. 71)

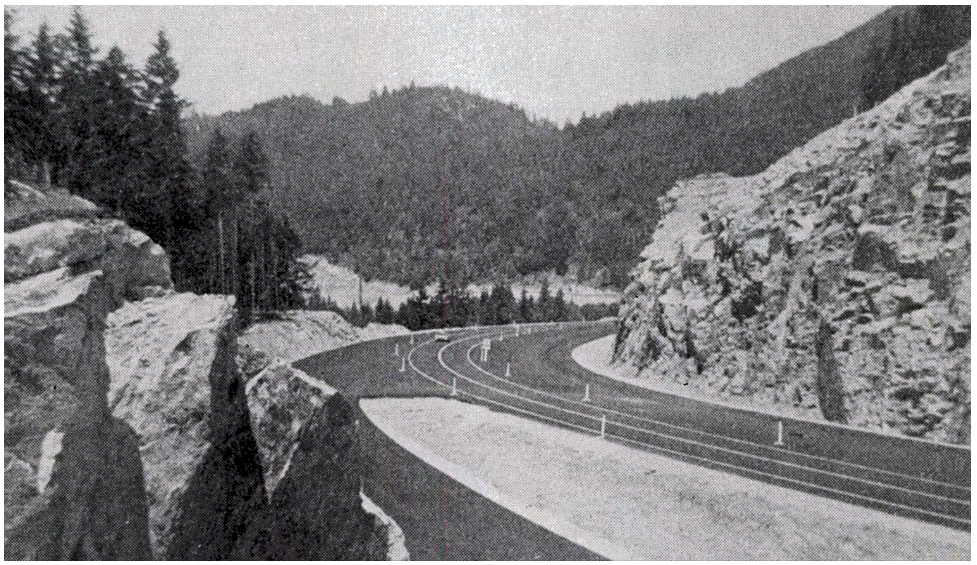
The tender described the work as follows:

"The contract consists of the construction of 3.1 miles of four-lane freeway and 1.75 miles of ramps, reconstruction of 2 miles of connecting highways and local streets, widening of the existing substructure of the Horseshoe Bay Overhead Crossing, and construction of substructures for six new overpasses or underpasses"

B.C. Gazette, Nov. 26, 1970, p. 3175.
(Province, Dec. 19, 1970, p. 46)

High Bridges

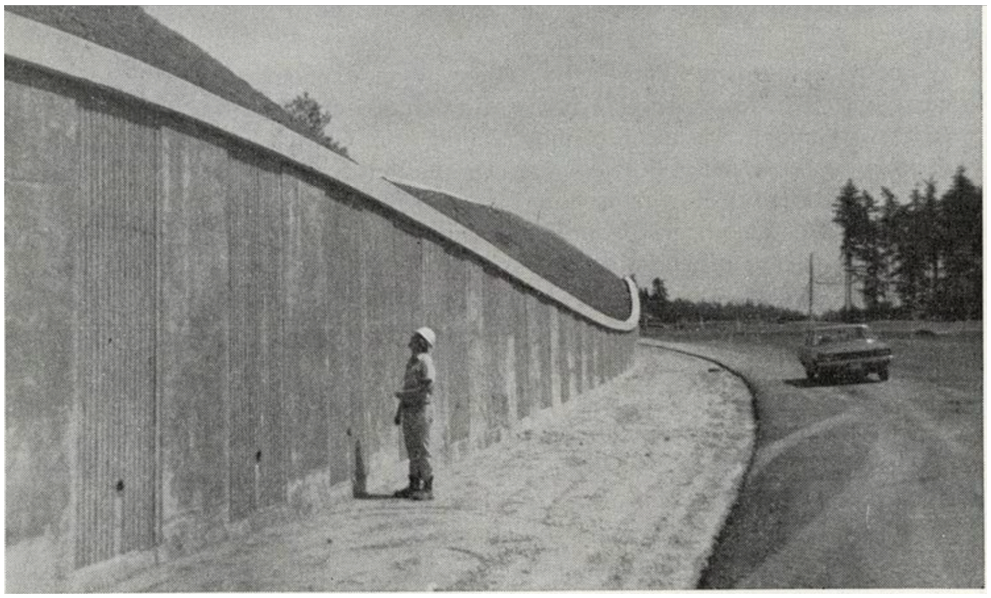
The province had already tendered the Cypress Creek and Nelson Creek bridges (B-573) for construction during Nov. 1970. They were relisted and opened Jan. 7, 1971 . The winning bid for the two bridges was secured by *Vancouver Pile Driving and Contracting Co.* for $2,530,009.50. These bridges are 429 ft (c. 130.75 m) and 703 ft (c. 214.3 m) long respectively, with the Nelson Creek bridge being more noticeable as it towers above the creek on an interesting set of pier.
B.C. Gazette, Nov. 26, 1970, p. 3174.
(Prov, Apr 27, 1974,, p. 5.)



Rockcut on the highway, should be around the Caulfeild Overpass (Headland Dr).

Note the cones and markings at the centre indicating single carriageway function. A large chuck of pavement is missing

BCDoH Annual Report 1973-84. Copyright Lapsed (BCDOH)



There are 3 masonry retaining walls along the highway. The longest is 400 m long.

BCDoH Annual Report 1972-73, p. 55.. Copyright Lapsed (BCDoH)

Work in the East and lighting

FY 1971/72 saw further contracts awarded. It was announced on Aug. 3, 1971 that the second grading segment covering Taylor Way-Cypress Creek was given to United Contractors Ltd. $5,505,959. (Sun, Aug 4, 1971, p. 8) (Report 71/72)

The c. 5.75 mile section was numbered Proj. 2127 and had 1.32 miles completed by the end of the FY. It was the most crucial contract awarded that FY.=

Patragon Electric obtained a lump-sum bid for $19.6K to provide temporary lighting in the western section during the fiscal year.

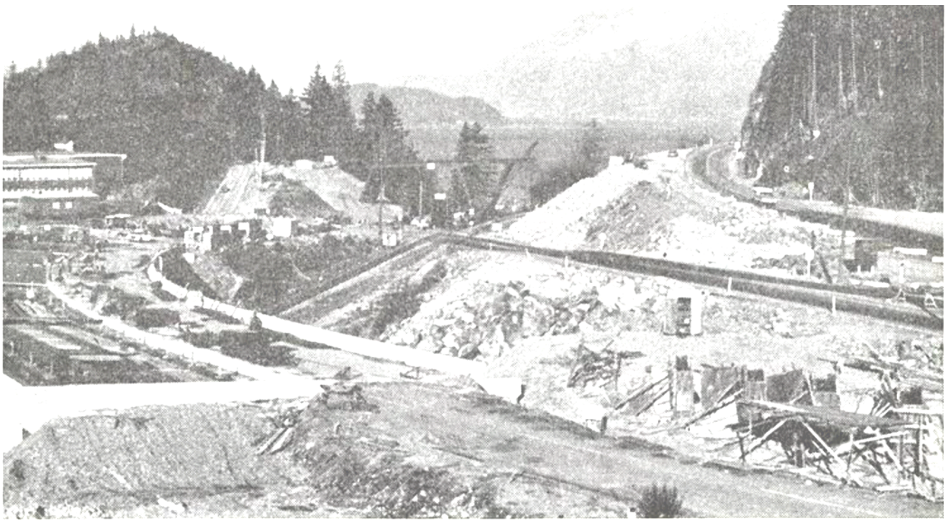
At the same time, the Cypress Bowl Road was built. In 1971/72. Project 2353 for both construction of the first 5.55 miles from 28th St. and to clear & grub the remainder was awarded to Dawson for c. $1.778 m. 1972/73 saw Dawson also get Proj 2360, for construction of the outstanding Mile 5.55 to Mile 9.38 section. The new road allowed for the Cypress Ski area to "reach new peaks" and eventually host events for the 2010 Winter Olympics.

Overhead and Overpass at Horseshoe Bay

In FY 1971/72 Dawson and Hall Ltd. were awarded the contract for the new overpass at Horseshoe Bay (2339) and the modification of the pre-existing Horseshoe Bay Overhead (1619).

The overhead initially opened on March 28, 1961 (Sun, March 29, 1961 p. 17) and carried traffic over the Pacific Great Eastern Railway (later B.C. Rail). It needed to be widened to 60 ft (c. 18 m) and Dawson and Hall Ltd. (which is Dawson in other jargon) ended up getting the work for a bid of about $526K.

In the same timeframe as the widening, B.C. Rail abandoned this section of track when their Horseshoe Bay Tunnel opened sometime in 1973.



Construction at Horseshoe Bay Overhead. Notice the V-shaped Horseshoe Bay overpass The overpass was seismically retrofitted in 2024. It appears ferry traffic is on a diversion in the centre of the image. The local Lions Club operates a park-n-ride under the overhead.
DoH Annual Report 1972-73, p. 53.. Copyright Lapsed (BCDoH)

Oddities In the Details

One of the most resourceful sources in regard to this sort of topic are the
Departmental/Ministerial Highways Annual Reports online. Typically, these reports included progress on grading/construction projects.

Strangely, there were two entries for each of these projects. 1715 had a 0.42 mile stretch listed as "Garibaldi Highway". The 1971/72 report had 5.3 mile and 5.75 mile listings for 2127, the latter annotated with "connections".

You can observe the additional mileage. It is likely that the remainder are connecting highways. Whether there were 5.75 miles of connecting highways for the eastern segment or not is hard to believe. Would there really have been that much?

Fabricating Overpass Steel at Dominion Bridge Plant near Horne Payne/Boundary Rd in Burnaby. The caption does not say what project this piece is being fabricated for, but the shape is a smoking gun, (DoH Annual Report, 1973-74).

Unique steel Overpasses Tendered.

The overpasses and underpasses which separate traffic along the highway are a unique beauty.
There are two different variants of the design that are used along the highway: the graceful steel and the utilitarian steel. Both designs combine the girder and the pier into a single piece. The piers angle inwards to support the girder (itself) from the foot of the abutment slope. The construction and erection of the beams are certainly different.

N.D. Lea Associates (an 'icon' Vancouver consulting firm) are credited in one source as being the designer of (at least) the steel overpasses.

N.D. Lea called them a "continuous steel-frame structure". The DoH called them "continuous-frame girder bridges."

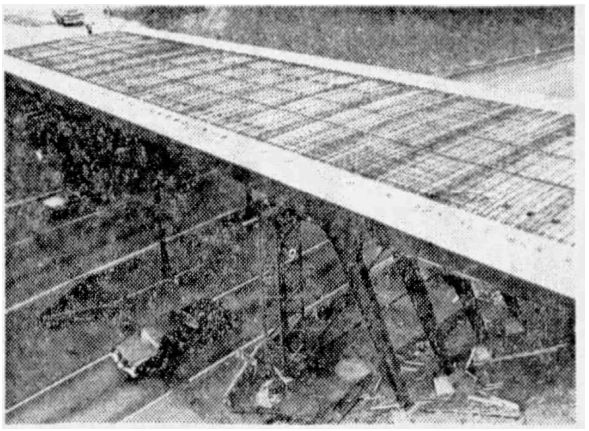
The concrete and steel designs do however have a proper name: "Batter-Post" bridge. They are a subset of rigid frame bridges and are often called a 'steel/concrete rigid-frame". The term 'K' frame bridge also floats around, along with 'delta frame'. The letter 'K' fits snuggly with the design of the bridges along the Upper Levels. The

Fern Hollow Bridge in Pittsburgh that collapsed was very similar except it only had two pier supports on each abutment. That bridge had its steel 'rot' away with inspectors oblivious to it.

(Prov. Apr 27, 1974, p. 5)

A.N. It took me until late-Feb 2026 to learn their actual name... It is good to know it though

They were a stark design of the late '60s and early '70s to those who have a keen eye.

Most bridges in the eastern section (Taylor Way-Cypress Creek) that were built later on) ended up being concrete batter-post bridges. Speculatively, the Oil Crisis, material, steel and labour shortages influenced that decision to use concrete. Steel overpasses seemed to lose favour. When they were tendered, the bidding companies could choose between two schemes: "A" and "B". In both of the contracts awarded during FY 1972/73, a "B" tender was chosen. The two contracts covered for the fiscal year 1971/72 were:	Argyle, Eagleridge, Westport, Caulfeild bridges (Proj B-767) to Brittain Steel for c. $567k Squamish, Almondel and 21st St bridges (Proj B- 781) to Dominion Bridge for c. $715K.  *Caulfeild Overpass in 1974 u/c . You can see the construction of the bridge in its final stages. The concrete deck has not been poured fully.* *Credit Davw Donelly for The Province, fair dealing/fair use.*

Delays

The project ran into so many delays that it might be seen as funny if you weren't there, waiting for it to be done. Dates for completion kept sliding forward.

The last part of the overall project to be finished was the overpasses at Taylor Way. There are two conflicting accounts of when it opened, or rather when it did or didn't.

July 1972 saw a major rainstorm cause damaging floods along the under construction highway. (Sun, July 12, 1972, pp. 1, 2. The rains washed out and eroded small sections of the highway and caused mudslides. It was reported similar rains had caused smaller amounts of damage the October prior. Homes were threatened and evacuated. Local Liberal MLA Alan Williams was among those evacuated. One affected homeowner believed that the highways department was liable. Damage was most severe in Altamont. (Edmonton Journal, July 13, 1972, p. 27)

Bridge construction was behind big time.

In a story from the Province Newspaper in April 1974 put costs at $30 million. Composed of $20m for grading, $6.4 m for bridges, $1.4m for surfacing and $2 m for right of way acquisition.

In a September 1974 story, the Vancouver
Sun's Jes Odam relayed a delay he had observed. A contractor responsible for bridge joints was unable to obtain steel parts to complete their work because of supply issues.

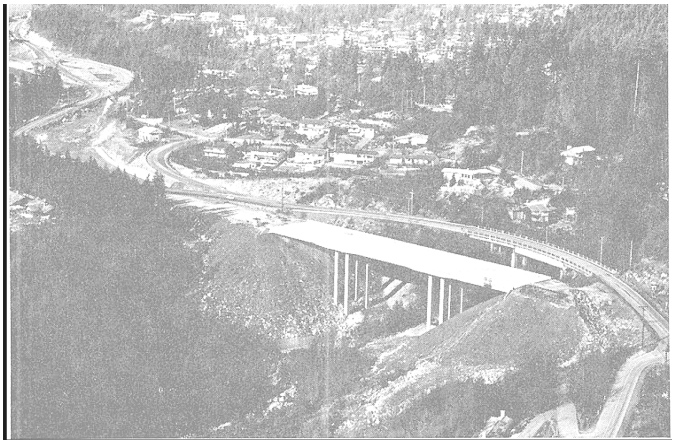
He lost time and labour because of the lack of action and it ultimately affected the paving contractor's work. They could not pave the adjoining stretch because the joint needed to be installed for them to pave a smooth surface. The result was an extra lane of traffic which should've been open was left unused. The joint contractor was likely Dillingham Corp.

The DoH official responsible for the overall project, Don Johnson (who was also interviewed by Odam) told the Globe and Mail c. December 1974 that it was the "longest time he has ever spent at one job [assumedly on a highways project]". He blamed a lack of skilled tradesmen and weather as factors. The contractors disliked that the contracts were fixed-price. Their profits would be diminished with increasing labour and material costs. United Contractors, responsible for the eastern section, blamed the province's tardiness in designing the highway. Their gripes extended to the province's poor project coordination and the altering of designs whilst construction was underway

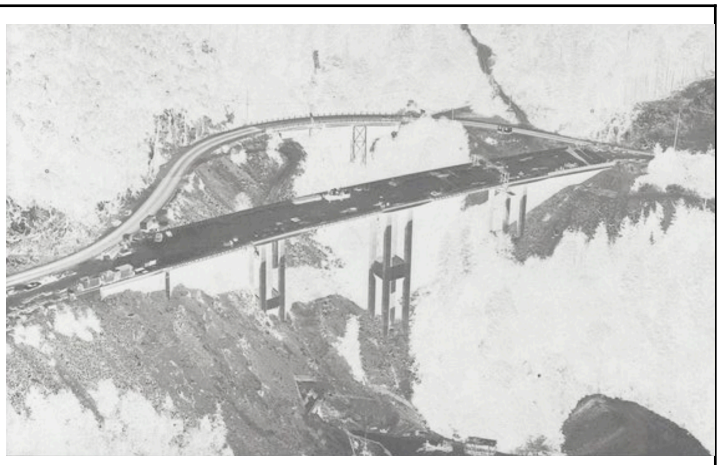
The Globe and Mail gave a cost per mile figure of $3,575,00 per mile ($2,222,000/km). The Department of Highways thought May 1975 would be the day.

1974/75, p. 64 (overall construction report)
(Sun, Sep, 3, 1974, p. 43)

Later on in the project, two strikes disrupted bridge construction in FY 1974/75 (details further down).



Cypress Creek Bridge. Old bridge behind new span. It's unclear if the current local road's bridge is the same span as the old one picture. ***(BCDoH An. Rpt. 1972/73 p. 32, copyright lapsed)***



Towering Nelson Creek Bridge. Caption Notes it's nearing completion in May 1973. ***(BCDoH An. Rpt. 1973/74, p. 75, copyright lapsed)*** *Inverted, the white area is trees.*

In 1973/74

Work had progressed to where tenders could finally be called for paving the 3.12 mile stretch from Horseshoe Bay Cypress Creek. The province opened tenders March 6, 1974. The contract specified surfacing, drainage infrastructure and crash barriers for median & where necessary. Columbia Bitulithic were awarded the job for $413,375. The contract was awarded shortly before the end of the fiscal year. Project S-0974 had 0.8 miles completed by the end of FY 1974/75. That figure conflicts with what was reported elsewhere (Ann. Rpt. 1974/75, p. 91)

BCDoH Ann. Report 1973/74, p. 97.

B.C. Gazette, February 14, 1974, p. 276
https://archive.org/details/governmentgazett0114gove_n3s1/mode/2up?q=horseshoe

Bridge construction progressed. More contracts were let.

- B-573-2: *Cypress and Nelson Creek Bridges* for Supplying and Installing Expansion Joints to Dillingham Corp. of Canada for $60.4k

- B-768: *Westmount and 28th street (call this specific tender B-768-0).*
- B-768-1: *12th St and Taylor Way*
- B-768-2: "Grade Separations"
    - The B-768 contracts tendered here are confusing. They seem to be three different tenders. These two alternative designs for the B-768-0 contract which both included prestressed concrete girders with the piers moulded into girders. This tender had an alternative 'A' & 'B'. An option 'A' bid by Janin Western Contractors was selected for c. $1.096m (initially).

1973/74 cont… B-768-1 and B-768-2 were both steel superstructures. B-768-2 included deck construction & had two alternatives. These contracts were never awarded because the B-768 tender won.

HOWEVER, the next fiscal year all of these overpasses were rendered. It seems the original 'B-768 zero' was cancelled .(See 1974/75 An. Rpt)

- B-857 two *pedestrian overpasses* at *11th St and 26th St* respectively. A general work contract was won Walter Cabott Construction won the contract for general work for c. $95k.

  A second contract was tendered specifically naming the 11th St. overpass. It was awarded the next FY. It may have been temporarily cancelled , withheld or simply not awarded in 1973/74.

Additionally, a contract for lighting and traffic signals (E-7201) along the highway was obtained by Ricketts-Sewell Electric Ltd. for c. $233k.

BCDoH Ann. Report 1973/74, pp. 92-108.

Province June 21, 1973, p. 4

In FY 1974/75

This fiscal year:

- B-573-3 was the final contract for the dual bridge contract for the Nelson Creek & Cypress Creek Bridges. This contract was for electrical work on the Nelson Creek Bridge. It was awarded to Ricketts-Sewell Electric fo c. $93.9k
- More tenders under project B-768

Contract 3 (not listed in index) Tender for superstructures in prestressed concrete
To A.R. Grimwood Ltd. for c. $1.152m. It appears this replaced the awarded contract for B-768-0. That remains educated speculation
Contract 4 Another Structural steel Tender *not awarded*
Contract 5 Decks on 28th St., 15th St. & Taylor Way for a structural steel design *not awarded.*

Contracts 6 & 7 were for the Westmount Overpass. Its design was changed to steel….

FY 1974/75 cont.. Contract 6 Fabrication and Erection of Structural Steel for Westmount Rd Underpass
Contract 7 for deck. Not awarded in FY 1974/75

- B-857 contract 2 for the 11th St. pedestrian overpass was awarded to Kingston Construction for $70.4k.

The Final Countdown

During FY 1974/75 the highway was opened up to four lane of traffic from Horseshoe Bay to 28th St. (slightly east of Exit #8 Cypress Bowl Rd).

FY 1975/76 saw the final contracts awarded.

B-768 Contract 7 for the deck of the Westmount Rd. Overpass was awarded in 1975/76. A.R. Grimwood Ltd. won the contract for c. $102.2k

The surfacing contract (S-0675) for the eastern section (Cypress Creek - Taylor Way) was advertised in May 1975, closing May 30. Columbia Bitulithic won the contract for $948,546.
(B.C. Gazette, May 22, 1975, p. 992)

The Department predicted that the whole length would finally be open to four-lanes by Fall/Autumn 1975.

AND SO FY 1975/76 saw the closing arc of the project.

https://open.library.ubc.ca/viewer/bcsessional/1.0377971#p64z-2r90f:horseshoe pp. 66-67

A long struggle was finally ended but not before:

What's the Hold-up Taylor Way Overpass?

The final piece of the highway to be completed were the two overpasses at Taylor Way

According to The Province newspaper, the wrong angle was set for the initial pier construction and concrete was poured before the mistake was noticed. The DoH said it cost $5,000 to $6,000.

Oddly, the DoH Annual Report for 1975/76 asserts the two overpasses were opened in November 1975. A story from The Sun on November 28, 1975 citess that Bernie Penner, a DoH engineer said 300 ft of paving for approaches could not occur until spring . So who is right and who is wrong? (Sum, Nov. 28, 1975, p 8.

Further to Completion

The DoH Annual Report for FY 1975/76 (p. 52) comments Section #2 for Taylor Way-Cypress Creek opened to four-lanes in November. It was listed as 99% complete at the end of the year excepting landscaping. The project basically finished Winter 1975-76. Further information on this exists on microfilm.
No final figure on the project's cost was obtainable for publishing. But, it was definitely far more than quoted.

Family Recipe: How Does One Make a Taylor Way Overpass?

The following explains the basic construction of the concrete batter post bridges used on the project.

Precast Stringers manufactured in heVancouver area and trucked to site. Then erected on temporary supports. The stringers are connected. Decking is put in place and the stringers are tensioned to form a structural frame which supports the structure. (BC DoH Ann. Rpt. 1974/75, p, 48.)

AND SINCE THE WIDENING

The bridges along it have been more recently seismically retrofitted and rehabilitated. The interchange with Highway 99 was redone for the Olympics. The new set up prioritises 99 traffic. The connecting Eagle Ridge Bluffs section opened April 7, 2009 in-lieu of the Olympics. The section between Exit 2 and the Nelson Creek was widened about the time of the upgrades.

Runway trucks were a frequent and fatal problem at the terminal . There was a runaway ramp at the bottom of the terminal hill. The approaches and booths were rebuilt and completed in 2002. The runaway-ramp was removed then since the holding space negated the runaway problem (at least it appears to).

Throughout the stretch, the barriers installed some 50-years ago still stand in some places.

Furtado Glen, Hobbs Steeve Transportation: Horseshoe Bay Ferry Terminal. *Canadian Consulting Engineer, 2003,*
https://www.canadianconsultingengineer.com/features/transportation-horseshoe-bay-ferry-terminal/

Text of this article is Copyright of Author. Images belong to credited sources. Used with Fair Dealing

Them Smiths Blow-Away Moments

When you listen to music things catch your ear. You may even be *blown away* by them. I get obsessed with certain songs. If there's something really great I latch onto it and I obsess over it.

A Smiths one for me?

The main guitar riff in the chorus of
Girl Afraid,

(Do d'd'd do de do do de duh duh. Do de do de do da do da de nuh duh)
Marr is playing a running thirds line in the key of C#m.
So beautiful, potent and simple. A real eargasm. It is actually quite calming, especially when it was played live.

Listen to his playing at Rockpalast '84. It sounds like cream or silk!

You have a favourite moment. This here refers to instrumental and not vocal. What are your 'blow-aways'?

The Smiths' Influences Becoming Mine

One of the best things about The Smiths is the artists they have exposed me to and how they are connected to artists I already like.

I am not aware of the top-of-my head of what bands Rourke and Joyce really listened to because I haven't done any research.

I know Mike was a punk drummer and a massive fan of the Buzzcocks (whose drummer was John Maher).. They were a Manchester band fronted by Pete Shelley. Buzzcocks can be directly traced back to the Sex Pistols shows in 1976. Joy Division likewise. AND looping back to the Smiths, Morrissey was at the first show.

It was like introducing gunpowder; and an example of the connections musicians and groups have with each other.

NOW I am aware of what Mozz and Marr had as interests. I have been more keen to see what Marr has had as a base because he is the composer.

Interestingly, back in the day, they would share singles (like comparing notes) with each other, so their interests started to overlap. Especially with Motown.

I have known about ***Patti Smith*** for a long time. If you haven't heard of her. - you must...look!. She is an "imagelogue". An image, an icon by herself. I have listened to Land and other tracks from time to time, but being a greater fan is something that the Smiths have cascaded. They met at one of her concerts (Aug 31, 1978), Hand That Rocks the Cradle and in a headcanon of mine, possibly inspired their name subconsciously.. I've listened to things past Horses because of these links (50th anniversary too)

T-Rex is a band that seems defined in our day by Bang-a-Gong. To Marr, Bolan and his associates were an answer to life. Jeepster was the first single he ever bought. Two Smiths songs, Panic and Shoplifters of the World Unite rip- off Metal-Guru and Children of the Revolution. Marr has said that the glam era was a time of being either Bowie vs. T-Rex. He chose the latter.

The Scottish Band ***Aztec Camera*** was on Rough Trade (The Smith's primary UK label). They were the biggest number on the roster when the Smiths started working hard in 1983. Aztec was in a certain perception the project of frontman Roddy Frame, who worked in the band with bassist Campbell Owens, and future Smiths assistant-member Craig Gannon.

Aztec Camera is a little known gem. Check them out because they're well worth it! (Please)

Both Jobriath and Klaus Nomi were two fascinating singers and both were inspirations and favourites to Mozz. Both men fell to AIDs. Nomi in particular has an insane vocal range. IT'S - A - TOTAL ECLIPSE ! Their music is very much in the back catalogues of the musical world, but they need to come to the forefront.

A final pair of artists are the Pretenders and Bert Jansch. Both Jansch and the guitarist John Honeymoon-Scott heavily influenced

RODDY FRAME (Public Domain)

They released their first album High Land-Hard Rain in February of 1983. The album's 4th single was A-sided by the song "Walk Out to Winter", a number that dances around fancy chords and chord shapes which dance along the neck. Johnny Marr heard the song on the radio, felt a bit jealous, and proceeded to write this Charming Man. A song that inspired This Charming Man, which has perhaps the most evocative and emotional instrumental chord progression (in its chorus) ever conceived, deserved to be checked out.

I'm not sure if he knew they were on Rough Trade, but it is probably likely he knew as he had a "work and write drive".
Marr. You should go hear a bit of Jansch

The funny thing about Marr is that it isn't obvious where he got his inspiration from in the Smiths. Maybe that is just the case with guitarists in-general.

Thank you
For Reading the first issue of the:

SMITH-EREENS RECORD

AND THE
BRITISH COLUMBIA
HIGHWAY GUARDIAN

The Smiths & BC Highways

Please share us with friends, family and fans. Anyone will be interested. Tell the world!

Truckers, drivers, history-minded people, teachers, music fans, guitarists, bassists, music theorists, AA Roads users, any forum users, siblings, relatives, parents - the mailman!

WE HAVE A BIG ANNIVERSARY IN MAY. ANOTHER FEATURE. GUESS! A TRIBUTE TOO.

FORTHCOMING ISSUES WILL NOT TYPICALLY HAVE EXTENSIVE FEATURES DUE TO THE EFFORT AND STRAIN PUT INTO THEM.

1-A
PUB MARCH 16, 2026